

SEVENTH

ANNUAL REPORT

OF

THE DIRECTORS

OF THE

Rutland and Burlington Railroad Company,

SUBMITTED TO THE STOCKHOLDERS, SEPT. 20, 1854.

BOSTON:

PRESS OF T. R. MARVIN, 42 CONGRESS STREET.

1854.

OFFICERS OF THE CORPORATION,

MAY 31, 1854.

PRESIDENT,

THOMAS THACHER, Boston.

DIRECTORS,

THOMAS THACHER, Boston.

D. A. SMALLEY, Burlington, Vt.

ASA WENTWORTH, JR., Bellows Falls, Vt.

BENJAMIN T. REED, Boston.

CHARLES J. HENDEE, Boston.

HARRISON FAY, Boston.

TREASURER,

GEORGE B. GIBBONS, Boston.

CLERK,

DUGALD STEWART, Rutland, Vt.

REPORT.

To the Stockholders of the Rutland and Burlington Railroad Company.

GENTLEMEN :—Mr. William Raymond Lee having resigned the Presidency of the Road since your last annual meeting, Mr. Thomas Thacher was chosen by the Directors to fill his place, and entered upon the duties of the office March 20, 1854. In consequence of his limited connection with the Company, the Seventh Annual Report, being for the year ending May 31st, 1854, is herewith presented by the undersigned Committee, on the behalf, and with the approval, of the Directors.

As the important events that have taken place in the history of the Road during the past year were presented to the Stockholders at their meeting April 12th, it is hardly necessary to review them in this Report. The assignment of the Road, November 20, 1853, in consequence of its financial difficulties, was then fully discussed, and the Third Mortgage on the Road was the result.

It only remains to refer to the statements of the Treasurer, Mr. George B. Gibbons, who succeeded Mr. Peter Harvey March 12, 1854, and whose Report will be found exhibited in detail. In this, it will be seen that the stock account has been somewhat decreased since the last Report, sundry shares of forfeited and other stock, which reverted to the Company, and were here-

tofore considered as among the assets, having been extinguished. In view of the existing excitement with regard to over-issues of stock in other Railroad corporations, the different Stock Ledgers of this Company have been examined by a gentleman familiar with stock accounts, whose certificate will be found in the Appendix.

The earnings, and running expenses, are shown from the commencement of operating the Road, to the date of its assignment, November 20th, 1853, since which time the Directors have received from the Trustees in possession no official information of its business, or the details required by the vote of the Stockholders at the meeting April 12th.

It is proper also to state in this connection, that the Directors found themselves unable to comply with the vote of the Stockholders, authorizing an investigation of the accounts of the Company. An Investigating Committee was nominated by the gentlemen appointed by the Stockholders for that purpose, who signified their willingness to engage in the duty, provided the expense of the investigation should be met—a contingency for which the Treasury was wholly unprepared. To remedy as far as possible this inability to meet the wishes of the Stockholders, the Directors have caused to be inserted in the Appendix, copies of the certificates given from time to time by the different Auditors who have examined the Treasurer's accounts. It is hardly necessary to add, that every facility will be given to whatever Committee the Stockholders see fit to authorize for the purpose of any future investigation of the books and accounts of the different departments.

The Report of the Treasurer is annexed.

CHARLES J. HENDEE.
HARRISON FAY.

TREASURER'S REPORT.

To the Directors of the Rutland and Burlington Railroad Company.

GENTLEMEN :—The Treasurer herewith submits his annual statement, showing the cost of the Road, and the financial condition of the Company, as exhibited by his books, May 31, 1854, the close of the fiscal year, and giving such other information in his department as has been deemed of interest.

The construction account is as follows :

Grading and Masonry,	\$2,359,387 16
Superstructure,	949,525 74
Land, Land Damages, and Fencing,	234,182 72
Stations, Buildings, and Fixtures,	227,326 90
Bridges,	116,669 93
Engineering,	91,901 12
<i>Cost of Road,</i>	3,978,993 57
Cars,	366,640 88
Locomotives,	175,164 34
Tools,	14,470 34
<i>Cost of Furniture,</i>	556,275 56
Discount on six per cent. Bonds,	185,484 37
“ “ Mortgage Bonds,	130,451 94
“ “ Second Mortgage Bonds,	131,664 37
Interest paid Stockholders prior to the opening of the Road,	103,060 21
Sundry incidental accounts,	122,380 36
Expenses,	65,651 29
Delinquent Subscribers,	54,467 32
Salaries,	50,000 00—843,159 86
<i>Total Cost, exclusive of Coupons, Interest, &c.</i> . .	\$5,378,428 99

The following are the assets of the Company, with the amounts to their debit on the books of the Treasurer :

Vt. Valley R. R. Stock, (50 per ct. paid on 135 Shares,)	6,750 00
Northern Telegraph Co. Stock, (40 Shares,)	2,000 00
Shares Eight per ct. Pref'd Stock, (400 lodged as coll.)	40,000 00
Plattsburgh and Montreal R. R. Stock, (500 Shares,)	26,355 10
Real Estate,	34,174 47
Steamer Boston and Barges,	57,753 99
Notes Receivable,	25,870 86

Amounting in all to \$192,904 42

the available portions of which have been pledged, or otherwise disposed of, for the redemption of the debt of the Company.

The amounts paid for Interest, Coupons, and Dividends, are as follows :

Interest,	488,949 63
Coupons on Six per ct. Bonds,	314,670 67
“ “ Mortgage “	172,301 50
“ “ Interest “	4,386 00
Dividends on Pref'd Eight per ct. Stock,	82,372 00
First Dividend Six per ct. Pref'd Stock,	18,880 00
Second “ “ “ “	16,116 00
Third “ “ “ “	17,520 00

\$1,115,195 80

The amounts derived from the different sources of Income, from the commencement of the running of the Road, January 1, 1850, to its assignment, November 20, 1853, (a detailed statement of the principal of which will be found on a subsequent page,) have been from

Passenger Earnings,	547,965 14
Freight do.	534,416 42
Mails,	40,100 00
Expresses,	11,646 74
Rents,	5,091 67
Steamer Boston and Barges,	27,565 65
Wharf and Boats,	5,510 07
Labor, &c., charged construction,	67,327 48

\$1,239,623 17

The Running Expenses for the same period were for

Passenger Department,	84,762 96
Freight do.	138,830 57
Switchmen, Watchmen, &c.	6,131 87
Machine Shop,	14,694 00
Steamer Boston and Barges,	23,497 78
Repairs of Cars,	81,461 41
“ “ Locomotives,	82,743 61
“ “ Track,	118,939 70
“ “ Fences,	1,629 99
“ “ Bridges,	4,278 87
“ “ Buildings,	1,743 13
Clearing Ice and Snow,	980 04
Water,	323 92
Damages and Gratuities,	11,788 27
Advertising,	3,453 75
Stationery,	1,147 99
Miscellaneous Expenses,	16,975 98
Side Mails,	1,701 21
Salaries,	27,277 65
Fuel,	109,258 86
Oil,	27,869 35
Waste,	3,754 39
Taxes and Insurance,	2,480 81--765,726 11

Leaving the net Earnings, . . . \$473,897 06

RECAPITULATION.

Construction,	5,378,428 99
Assets,	192,904 42
Interest, Coupons, and Dividends,	1,115,195 80
Less Net Income,	473,897 06--641,298 74
	<u>\$6,212,632 15</u>

The means to provide for this expenditure were realized from, and are represented by,

Capital Stock,	1,242,500 00	
Eight per ct. Pref'd Stock,	382,700 00	
Six per ct. Pref'd Stock,	605,200 00	
" " " part paid,	2,976 31—	608,176 31
<i>Stock,</i>		<u>\$2,233,376 31</u>
Mortgage Bonds,	1,800,000 00	
Second Mortgage Bonds, (sold,)	660,500 00	
<i>Funded Debt,</i>		<u>\$2,460,500 00</u>
Notes payable,	921,518 69	
Six per ct. Bonds,	468,500 00	
Interest Bonds,	30,500 00	
Interest Scrip,	19,073 59	
		<u>49,573 59</u>
First Divid. six per ct. Stock,	374 00	
Second " " "	72 00	
Third " " "	282 00	
		<u>728 00</u>
Sundry personal accounts,	78,435 56	
<i>Floating Liabilities,</i>		<u>\$1,518,755 84</u>
		<u>\$6,212,632 15</u>

In addition to the assets previously mentioned, the value of many of which is extremely doubtful, there are, for the extinguishment of the Floating Debt, Second Mortgage Bonds unsold, but pledged, to the amount of \$539,500, and the Third Mortgage Bonds created by the Stockholders at their meeting April 12th, amounting to \$1,200,000.*

* Of the latter there have been issued, since the date of this Report, *at par*, in accordance with the direction of the Stockholders, the amount of one hundred and one thousand seven hundred dollars, and debts to the following amounts with the accumulated interest have been cancelled, viz :

Notes Payable,	37,458 57
Bonds Payable,	60,500 00
Interest Bonds,	500 00

Amounting in all to

\$98,458 57

Settlements, to a limited extent, have been also made with creditors holding second Mortgage Bonds as collateral, by which they have received the Bonds lodged with them in full discharge of their claims.

The earnings from June 1st, to November 20th, 1853,
were from

Passengers,	107,807 19
Freight,	97,500 96
Mails,	6,100 00
Expresses,	2,141 52
Rents,	2,004 22
	\$215,553 89

The following represents the amounts charged on the
Treasurer's Books to the several accounts of Running
Expenses during the same period.

Passenger Department,	15,591 53
Freight do.	29,044 88
Salaries,	12,927 68
Repairs of Cars,	14,178 04
“ “ Locomotives,	16,635 59
“ “ Track,	29,440 00
“ “ Fences,	961 56
“ “ Bridges,	1,443 82
“ “ Buildings,	1,405 30
Machine Shop,	13,445 50
Damages and Gratuities,	3,450 64
Fuel,	36,559 06
Oil, Waste, and Water,	6,409 78
Miscellaneous,	8,206 96
	\$189,700 34

The large proportion which the expenses bear to the
earnings in this statement, is to be accounted for by the
fact that a portion of them was contracted prior to
June 1st. Since the assignment of the Road also, there
has been realized from the disposal of wood and mate-
rials on hand, and placed to the credit of

Fuel,	27,211 59
Machine Shop,	8,567 03
	\$35,778 62

All of which is respectfully submitted.

GEORGE B. GIBBONS,
Treasurer R. & B. R. R. Co.

Statement of Earnings, exclusive of income from Steamer, Wharf and Boats,
and Construction, as shown page 6, and included in previous Reports.

Date.	Passengers.	Freight.	Mails.	Expresses.	Rents.	Total.
1850.	\$	\$	\$	\$	\$	\$
January, . . .	5,818 30			120 00		5,938 30
February, . . .	4,906 58	8,188 55	850 00	120 00		14,065 13
March, . . .	5,888 30	4,187 90	850 00	120 00		11,046 20
April, . . .	6,555 64	5,025 98	850 00	120 00		12,551 62
May, . . .	5,754 62	6,708 33	850 00	120 00		13,432 95
	28,923 44	24,110 76	3,400 00	600 00		57,034 20
June, . . .	8,008 04	6,257 25	850 00	120 00		15,235 29
July, . . .	9,665 12	5,956 62	850 00	150 00		16,521 64
August, . . .	12,953 62	8,966 35	850 00	150 00		22,919 97
September, . . .	11,323 98	10,037 48	850 00	150 00		22,361 46
October, . . .	13,680 22	12,232 11	850 00	150 00	25 00	26,837 33
November, . . .	7,174 44	11,852 24	850 00	150 00		20,026 68
December, . . .	6,475 50	9,387 43	850 00	150 00		16,862 93
1851.						
January, . . .	6,057 43	6,106 55	850 00	200 00		13,213 98
February, . . .	5,655 99	4,654 89	850 00	200 00	175 00	11,536 88
March, . . .	7,337 31	5,891 14	850 00	200 00		14,278 45
April, . . .	8,084 51	11,121 58	850 00	200 00		20,256 09
May, . . .	8,274 18	11,267 62	850 00	200 00		20,591 80
	104,490 34	103,731 16	10,200 00	2,020 00	200 00	220,641 50
June, . . .	9,431 39	9,557 03	850 00	200 00	25 00	20,063 42
July, . . .	13,434 17	11,820 61	850 00	200 00	50 00	26,354 78
August, . . .	16,741 56	9,426 24	850 00	200 00		27,217 80
September, . . .	18,116 80	8,915 94	850 00	200 00		28,082 74
October, . . .	11,447 08	12,380 62	850 00	200 00		24,877 70
November, . . .	8,306 56	9,691 75	850 00	200 00		19,048 31
December, . . .	7,612 36	11,754 47	850 00	200 00		20,416 83
1852.						
January, . . .	6,853 63	6,609 23	850 00	200 00		14,512 86
February, . . .	7,311 01	6,839 39	850 00	230 48	175 24	15,406 12
March, . . .	10,699 78	7,095 39	850 00	482 73	101 38	19,229 28
April, . . .	11,880 76	7,556 38	850 00	98 29		20,385 43
May, . . .	9,098 84	13,538 48	850 00	508 88	154 17	24,160 37
	130,933 94	115,185 53	10,200 00	2,920 38	505 79	259,745 64
June, . . .	11,491 46	15,674 41	850 00	63 78		28,079 65
July, . . .	16,510 95	13,955 40	850 00	463 15	37 08	31,816 58
August, . . .	21,129 00	16,388 20	850 00	333 63	548 75	39,249 48
September, . . .	27,656 22	17,193 74	850 00	113 00	215 57	46,028 53
October, . . .	15,190 36	22,945 77	850 00	544 87	145 58	39,676 58
November, . . .	12,194 85	20,269 57	850 00	276 87	148 75	33,740 04
December, . . .	10,763 81	19,139 83	850 00	337 37	1,042 59	32,133 60
1853.						
January, . . .	10,035 87	14,903 94	850 00	318 46	131 25	26,239 52
February, . . .	9,416 73	10,534 32	850 00	309 35	12 09	21,121 49
March, . . .	12,911 58	12,987 62	850 00	370 78	100 00	27,219 98
April, . . .	16,044 66	14,323 97	850 00	833 68		32,052 31
May, . . .	12,465 74	15,571 24	850 00			28,886 98
	175,810 23	193,888 01	10,200 00	3,964 84	2,381 66	386,244 74
June, . . .	14,078 46	16,897 82	850 00	348 56		32,174 83
July, . . .	18,971 65	15,780 12	1,125 00	322 78		36,199 55
August, . . .	23,797 17	14,831 85	1,125 00	394 72		40,148 74
September, . . .	24,428 31	16,136 94	1,125 00	300 00		41,990 25
October, . . .	17,598 72	20,162 71	1,125 00	358 16		39,244 59
November 20, . . .	8,932 89	13,691 52	750 00	417 30	2,004 22	26,795 93
	107,807 19	97,500 96	6,100 00	2,141 52	2,004 22	215,553 89
Totals, . . .	547,965 14	534,416 42	40,100 00	11,646 74	5,091 67	1,139,219 97

APPENDIX.

AUDITORS' CERTIFICATES.

Boston, Sept. 30, 1850.—In compliance with a vote of the Directors, July 2, 1850, I have examined the charges for payments made by the Treasurer to this date, and find the same to be properly vouched. I have examined the books, and find the entries correctly made in the Journal, and carried to the proper accounts in the Ledger.

(Signed) GEORGE B. GIBBONS.

Boston, June 14, 1851.—In compliance with a vote of the Directors appointing the undersigned a Committee to audit the accounts of the Treasurer, we hereby certify that we have examined the charges for payments made by the Treasurer from October 1, 1850, the date of the last certificate, to April 30, 1851, and find the same to be properly vouched, and all the entries correctly made.

(Signed) NATHAN RICE,
B. T. REED.

I hereby certify that I have examined the accounts of the Treasurer of the Rutland and Burlington Railroad Company, agreeably to a vote of the Directors of said Company, from the date of the last certificate to Jan. 31, 1853, and find the same correctly cast, properly vouched, and posted to the proper accounts as exhibited by the Trial Balance of said Jan. 31, on file and signed by me.

(Signed) GEORGE W. PALMER,
Auditor R. & B. R. R. Co.

TREASURER'S OFFICE,
Boston, March 24, 1853.

BOSTON, February 28, 1854.—I have examined the books and accounts of the Treasurer of the Rutland and Burlington Railroad Company, and find the charges for payments made by the Treasurer from the date of the last certificate to February 28, 1854, to be correctly vouched, and the entries correctly made, and posted to the proper accounts in the Ledger, as per Trial Balance of February 28, 1854, signed by me, showing a balance of cash in Treasurer's hands of thirty-seven thousand nine hundred and eight $\frac{17}{100}$ dollars.

I have also examined the six per cent. Bond account of said Company, and find all said Bonds as recorded on said Bond book, except Bonds 449 C and 450 C, for one thousand dollars each, payable July 1, 1854, which I do not find have ever been in possession of the present Treasurer, and Bond 88 C for one thousand dollars, due July 1, 1853, which was in Treasurer's possession January 27, 1853.*

The First Mortgage Bonds, amounting to one million eight hundred thousand dollars, all issued and credited on Cash Book. I also find a correct record of all the Second Mortgage Bonds, amounting to Twelve Hundred Thousand Dollars, as per list, either sold, pledged as collateral as per Note Book, and on hand.

GEORGE W. PALMER,
Auditor R. & B. R. R. Co.

BOSTON, Sept. 8, 1854.—This is to certify that I have examined the footings and balances of the accounts upon the different Stock Ledgers of the Rutland and Burlington Railroad Co., and find the number of shares in each to agree with the foregoing Report of the Treasurer.

O. D. ASHLEY.

* There is no evidence that Bonds 449 C and 450 C were ever issued, and the presumption is that they never were made. Bond 88 C was issued as collateral with other consecutive Bonds of the same date and tenor, which were taken up and cancelled at their maturity, and the probability is that this was also cancelled, but subsequently mislaid, or accidentally destroyed.

It Coll. Locked
HE
2791
B89
B89
1852